

SECRET

DATE : 1615Z 22 FEB 62

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TO : DIRECTOR

FROM :

25X1A

ACTION: DPD (1.2.3.4.5.6.7.8.9.10)

INFO : S/C (11)

JM

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ROUTINE

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IN 29701

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TOR: 1704Z 22 FEB 62

TO

INFO

DOCUMENT NO. 225

2818

25X1A

REF: 7758 (OUT 09957)

NO CHANGE IN CLASS. X

☐ DECLASSIFIED

CLASS. CHANGED TO: TS S G

NEXT REVIEW DATE: 204

AUTH: HR 70-2

DATE: 5 Aug 81 REVIEWER:

25X1A

TO MR CUNNINGHAM FROM MR JOHNSON

AS PER PHONE CONVERSATION 21 FEBRUARY, WE DO NOT BELIEVE

IT ADVISABLE TO RUN FLIGHT TESTS ON ENGINE BLOWOUT AT MAXIMUM

ALTITUDE TO TEST CONTINUOUS IGNITION. OUR EARLY DISCUSSIONS

ON THIS SUBJECT WITH [] AND [] PERSONNEL MADE IT

APPEAR DESIRABLE TO INSTALL CONTINUOUS IGNITION AS LONG AS THERE

WAS NO SACRIFICE IN RELIGHT CAPABILITY AT NORMAL ALTITUDES.

THIS PROVED TO BE SUBSTANTIALLY TRUE. WE OBJECT TO DELIBER-

ATELY INDUCING BLOWOUTS AT MAXIMUM ALTITUDE AND RECOMMEND THE

CONTINUOUS IGNITION ONLY BECAUSE IT SEEMS EVIDENT THAT THERE

WILL BE LESS CHANCE OF ANY BLOWOUT AT ALTITUDE WITH A CONTINU-

ING SPARK THAN THERE WOULD BE WITHOUT IT.

SHOULD FURTHER JUSTIFICATION OF THIS VIEW BE REQUIRED,

WOULD PROPOSE THAT [] ESTABLISH RELATIVE MERITS OF THEIR

GEAR IN THEIR ALTITUDE TEST CHAMBER.

END OF MESSAGE

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